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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Hungary	REPORT	<input type="text"/>	25X1
SUBJECT	Road, Bridge, and Railroad Track Construction	DATE DISTR.	16 December 1953	
		NO. OF PAGES	7	
DATE OF INFO.	<input type="text"/>	REQUIREMENT	<input type="text"/>	25X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. Reconstruction of the Railroad Bridge Near Komárom (see Annex 1).

- a. Reconstruction work on the railroad bridge over the Danube has been proceeding since June 1953.
- b. The project includes the incorporation of new iron structure bridge spans to be mounted on the old piers. The piers are a remnant of the old bridge which was destroyed during the war. The spans will be of bow-string construction.
- c. In July 1953 work was proceeding from both banks of the Danube. On the Hungarian side military labor squads were used. On the Czech side political prisoners and internees were employed.
- d. The target for completion of this work was to be late fall of 1953.

2. Electrification of the Budapest-Miskolc Main Line.

- a. The work on the electrification of the double-track main line between Budapest and Miskolc was started again in spring 1953, after having been suspended over a long period.
- b. By mid-July 1953 the Budapest-Hatvan section was already completed and in use. By this date the work on the first part of the remaining section between Hatvan and Füzesabony was in full swing.

3. Budapest-Pécs Concrete Road.

The concrete road from Budapest to Pécs, opened up to traffic in summer 1953, was in part a new construction making use of existing roads. The old roads

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were reinforced and widened and sharp bends were straightened out. The road section in the area of Sztalinváros is the only one which is an entirely new construction as the old road alignment did not coincide with the plans for the new industrial settlement.

#### 4. Subway Tunnel under the Danube in Budapest.

The work on the tunnel under the Danube is said to be so far advanced that the shafts from both banks have now met under the river.

#### 5. Construction of the Road from Komló to Hidas.

- a. At the beginning of summer 1953 work has been started on the new concrete road from Komló to Hidas via Kisujbánya. This new road will start to the west of Komló and is to lead through the Mecsek mountains in a northeastern direction. The road is to follow a mountain valley to the north of Zengővár and link up the villages of Kisujbánya and Óbánya. The northeastern end of the road will reach as far as Hidas. This will establish a connection from Komló to the Szekszárd-Bonyhád-Hidas-Pécsvárad concrete road.
- b. The surveying and aligning work is already completed. Along the full length of the road the ground is being cleared of trees and roots. The wood obtained in these operations is sent to the mines in Komló. The actual road construction work (earth work) has been in progress since the beginning of July on a sector 10 km. from Komló in the direction of Kisujbánya.
- c. Several road-construction machines arrived in Komló in May and June 1953.
- d. At the beginning of July 1953 civilian internees from Szentlőrinc and free laborers started work on the section near Komló. In mid-July 1953 a labor battalion arrived at Hidas to begin the construction of the road from the other end.
- e. For the construction of the many bridges material is to be used which was originally provided for the construction of the Bátaszék-Mohács railroad line which was never completed.
- f. The new concrete road will not only cross the Mecsek mountains from northeast to southwest, but will also link up the Szekszárd-Pécsvárad main concrete road with the Komló-Magyarszék-Mecsekpölöske concrete road.

#### 6. Reinforcement of the Budapest-Vienna Highway. <sup>1</sup>

- a. During the war many bridges on this road were destroyed. After the war some were rebuilt as permanent structures, while others were replaced by light emergency structures. As this road is being reconstructed for a maximum load capacity of 60 tons, the bridges (including those newly built after the war) are being pulled down and replaced by new strong structures adapted to the new load capacity of 60 tons.
- b. Some of these new bridges are described as follows:
  - 1.) Some 3 km. to the west of the Budapest-North railroad bridge, and immediately to the southeast of the point where the highway crosses the Budapest-Esztergom railroad line, there is a reinforced concrete water culvert with an inside diameter of approximately 1.5m. (see Annex 2g). This culvert was under construction in April 1953.
  - 2.) On the western outskirts of Pilisvörösvár (exact location not recalled) there is a reinforced concrete bridge over a water culvert. The bridge (see Annex 2a and 2e) rests on two reinforced concrete abutments without a central pier. The bridge beam is of reinforced concrete and contains three longitudinal girders. The span of the bridge is 4-5 m. and the width of the road approximately 6m. The bridge was completed in April 1953.

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- 3.) On the road section between Tokod and Tat there is a reinforced concrete bridge over a dried-up river bed. This bridge (see Annex 2d and 2e) rests on two reinforced abutments without a central pier. The span of the bridge is 6m. In April 1953 the bridge was 90% completed.
- 4.) Some 22 km. to the east of Komárom, near the village of Sütő, there is a reinforced concrete bridge of the same construction as described under 3.) above. This bridge (see Annex 2b and 2e) has a span of 6-7m. The work was completed in April 1953.
- 5.) Immediately to the east of the Ács railroad station and some 8 km. to the southwest of Komárom there is a railroad bridge over a water culvert. The bridge (see Annex 2c and 2e) has a span of 10-12m.; otherwise it is of similar construction to the bridge described under 3.) above. Work was progressing at full speed in April 1953. Completion was expected by the end of 1953.
- 6.) Some 18 km. to the northeast of Győr and about 1 km. southeast of the center of Gönyű Village it is intended to construct a reinforced concrete bridge over the River Bakony. This bridge (see Annex 2f and 2h) will be constructed with two abutments, a central pier and a reinforced concrete beam incorporating four longitudinal girders. The building contract is in the hands of Building Enterprise No. 2 for underground construction, Komárom. The work had not yet begun in April 1953, although the target date for completion was 30 September 1953.

#### 7. Budapest-Szekszárd Highway.

This road was originally planned as a connection between Budapest and Mohács. Owing to political differences with Yugoslavia this road was changed and redirected from Szekszárd to Pécs. From 1949 to April 1953 this road was concreted on its entire length. In April 1953 the last bridge was completed near Pécsvárad.

#### 8. Reconstruction of the Budapest-Székesfehérvár-Siófok-Nagykanizsa Railroad Line.

This hitherto single-track main railroad line is now being double-tracked. Extension work is in full swing. The section between Budapest and Székesfehérvár and Szabadbattyán is double-track and open to passenger traffic. The section between Szabadbattyán and Lepsény is now also double-tracked, the second track, however, being used only by trains serving the building operations. On the Lepsény-Balaton Aliga section the earth work for the widening of the railroad embankment has already been completed. On the Balaton Aliga-Balaton Szabadi section earth work was in progress in April 1953.

#### 9. Reconstruction of the Budapest-Pusztaszabolos-Pécs Railroad Line.

- a. The bend of the railroad line between the stations of Erd and Szászhalombatta has been straightened out by laying a new direct line.
- b. To the north of Szászhalombatta railroad station, at the point where the newly constructed straightening (see a. above) crosses the motor road and the stream Borda, a railroad bridge was under construction in April 1953.

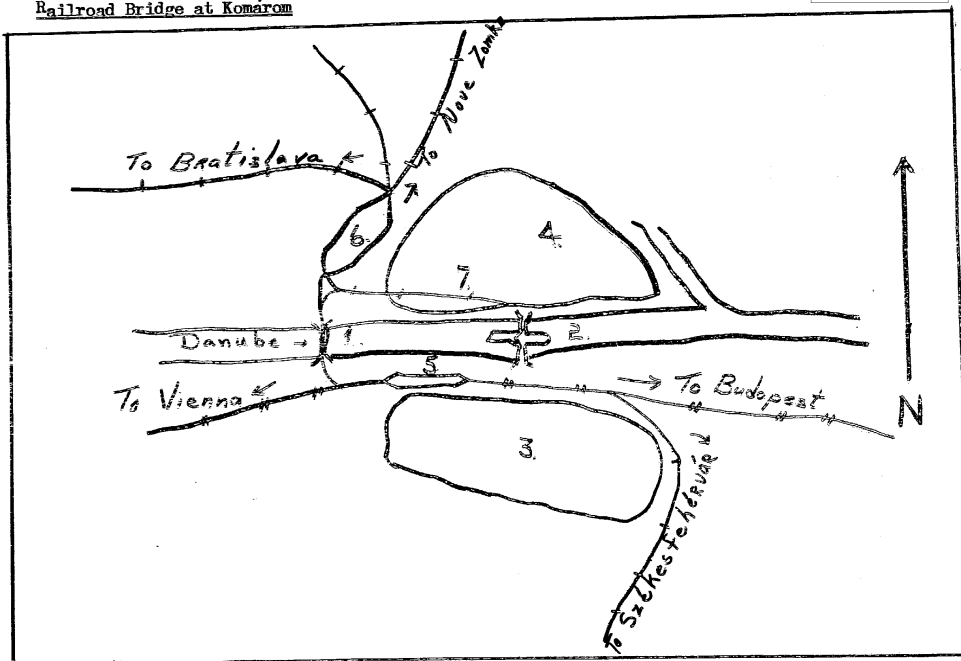
1.   Comment: The bridges described in this paragraph have been built 25X1 or are being built by Building Enterprise No. 2, Komárom.

Annex 1. Railroad Bridge at Komárom (1 page).

Annex 2. Bridges of the Budapest-Vienna Highway (4 pages)

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Annex 1.  
Railroad Bridge at Komárom



Legend

1. Railroad bridge in the course of reconstruction
2. Road bridge already completed
3. Komárom town area
4. Komarno town area
5. Komarno railroad station
6. Komarno railroad station
7. Komarno port

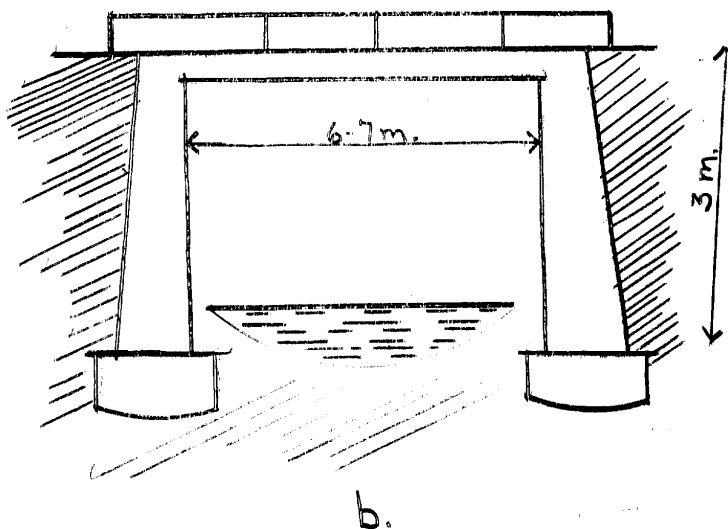
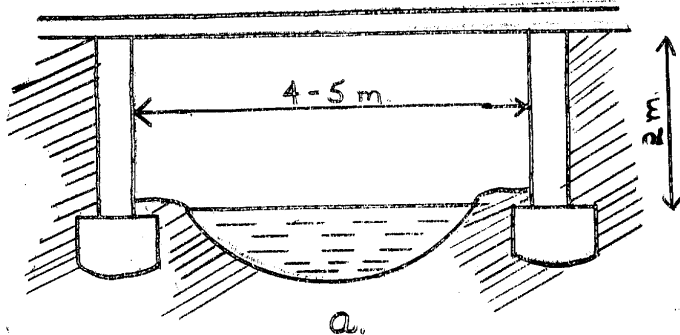
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Annex 2.

Bridges of the Budapest-Vienna Highway



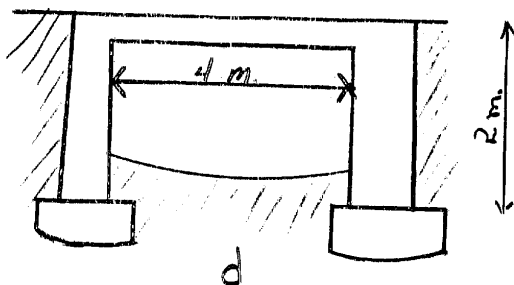
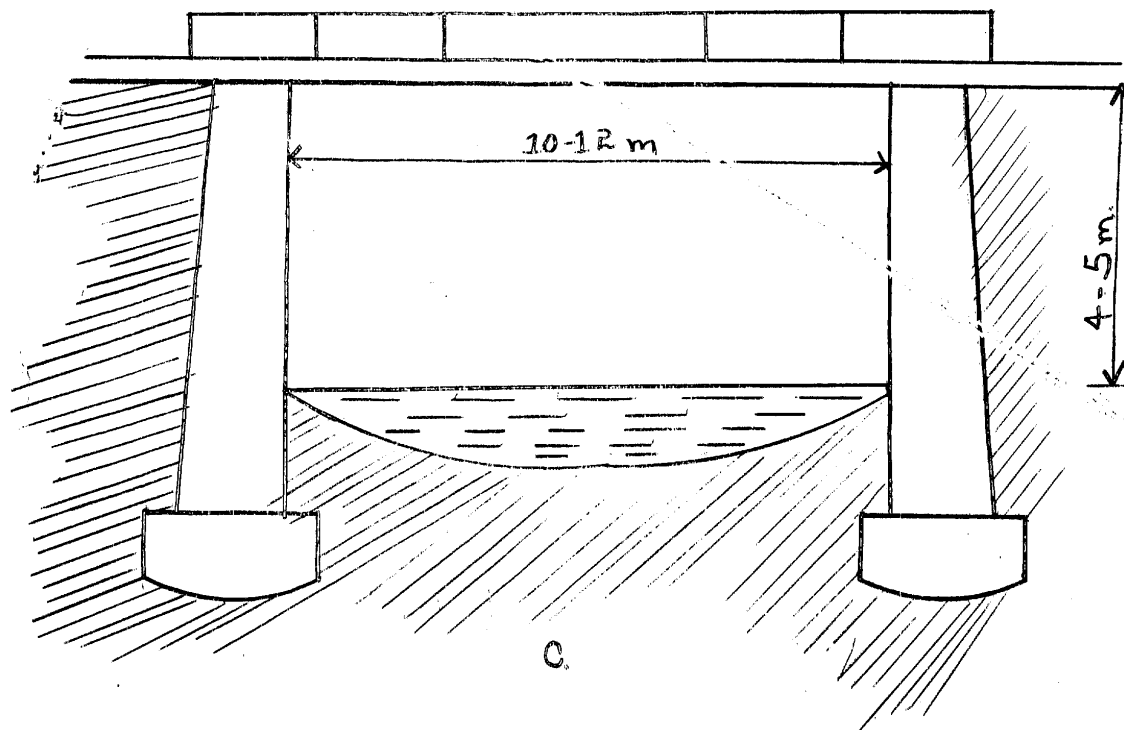
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Annex 2. (continued)



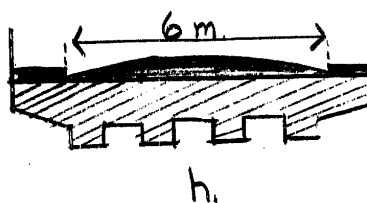
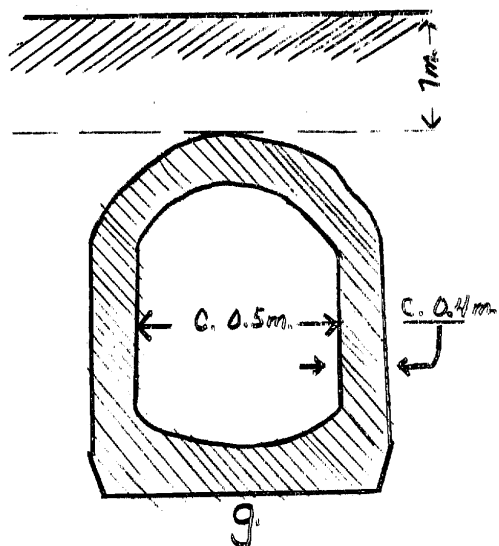
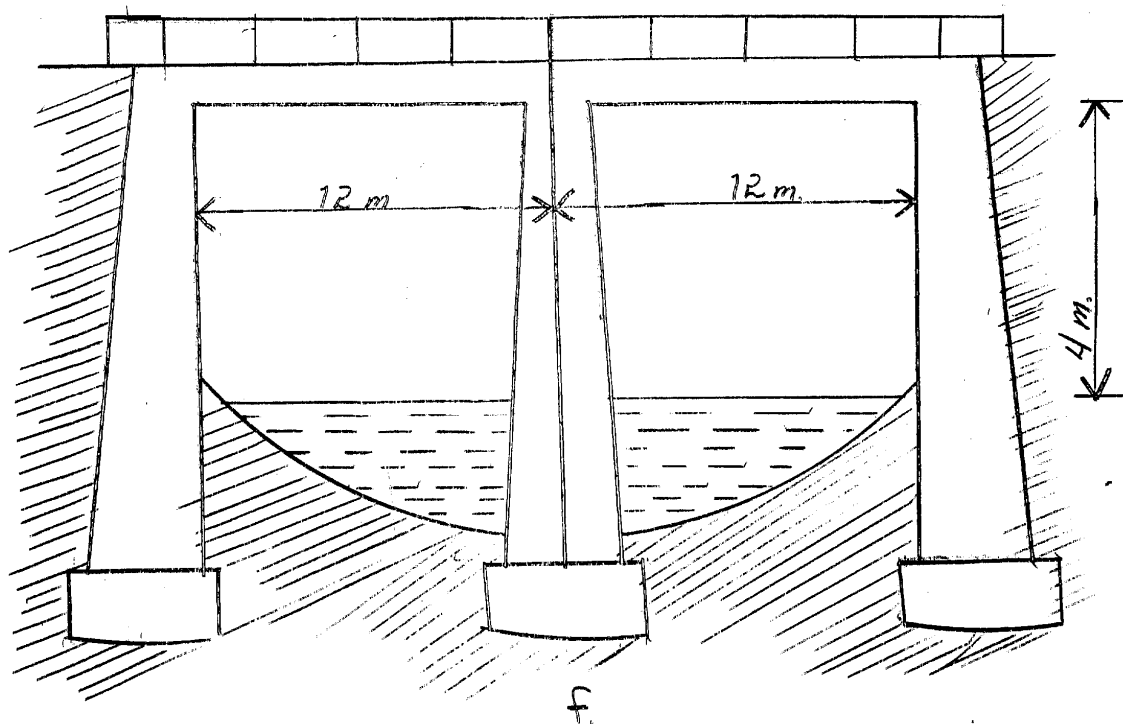
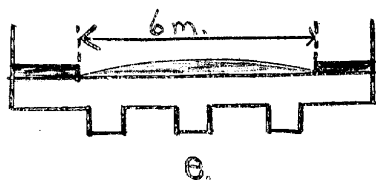
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Annex 2 (continued)

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